

(19) World Intellectual Property Organization
International Bureau



(43) International Publication Date
27 February 2003 (27.02.2003)

PCT

(10) International Publication Number
WO 03/016134 A1

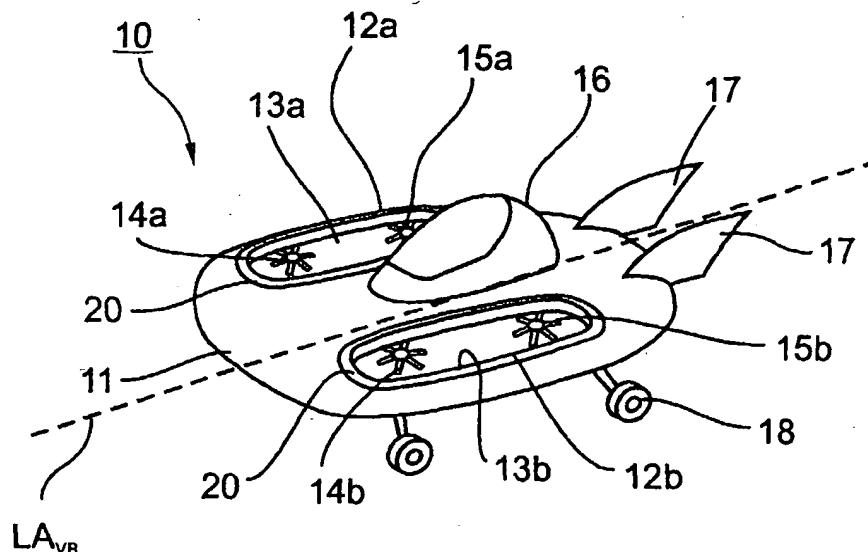
- (51) International Patent Classification⁷: **B64C 29/00**
- (21) International Application Number: PCT/IL02/00682
- (22) International Filing Date: 19 August 2002 (19.08.2002)
- (25) Filing Language: English
- (26) Publication Language: English
- (30) Priority Data:
09/932,924 21 August 2001 (21.08.2001) US
- (71) Applicant (for all designated States except US): **URBAN AERONAUTICS LTD.** [IL/IL]; 24 Dubnov St., 64957 Tel-Aviv (IL).
- (81) Designated States (*national*): AE, AG, AL, AM, AT, AU, AZ, BA, BB, BG, BR, BY, BZ, CA, CH, CN, CO, CR, CU, CZ, DE, DK, DM, DZ, EC, EE, ES, FI, GB, GD, GE, GH, GM, HR, HU, ID, IL, IN, IS, JP, KE, KG, KP, KR, KZ, LC, LK, LR, LS, LT, LU, LV, MA, MD, MG, MK, MN, MW, MX, MZ, NO, NZ, OM, PH, PL, PT, RO, RU, SD, SE, SG, SI, SK, SL, TJ, TM, TN, TR, TT, TZ, UA, UG, US, UZ, VC, VN, YU, ZA, ZM, ZW.
- (84) Designated States (*regional*): ARIPO patent (GH, GM, KE, LS, MW, MZ, SD, SL, SZ, TZ, UG, ZM, ZW), Eurasian patent (AM, AZ, BY, KG, KZ, MD, RU, TJ, TM), European patent (AT, BE, BG, CH, CY, CZ, DE, DK, EE, ES, FI, FR, GB, GR, IE, IT, LU, MC, NL, PT, SE, SK, TR), OAPI patent (BF, BJ, CF, CG, CI, CM, GA, GN, GQ, GW, ML, MR, NE, SN, TD, TG).

- (71) Applicant and
(72) Inventor: **YOELI, Raphael** [IL/IL]; 24 Dubnov St., 64957 Tel-Aviv (IL).
- (74) Agent: **SWIRSKY, Daniel, J.**; AlphaPatent Associates Ltd., P.O.B. 2345, 99544 Beit Shemesh (IL).

Published:
— with international search report

For two-letter codes and other abbreviations, refer to the "Guidance Notes on Codes and Abbreviations" appearing at the beginning of each regular issue of the PCT Gazette.

(54) Title: DUCTED VEHICLES PARTICULARLY USEFUL AS VTOL AIRCRAFT



(57) Abstract: A VTOL aircraft (10) (or other vehicle such as a sea vehicle) includes a pair of elongated ducts on opposite sides of the vehicle body, and a plurality of powered propellers (or other propulsion units such as jet engines) mounted within and enclosed by each of the elongated ducts (134a, 13b), such as to produce an upward lift force to the vehicle. Each of the elongated ducts has a short transverse dimension slightly larger than the diameter of the blades of each propeller (14, 15) enclosed thereby, and a large transverse dimension slightly larger than the sum of the diameters of the blades of all the propellers enclosed thereby.

WO 03/016134 A1

Ducted vehicles particularly useful as VTOL aircraft.

FIELD AND BACKGROUND OF THE INVENTION

5 The present invention relates to vehicles movable within an ambient fluid, such as air or water. The invention is particularly useful in VTOL (Vertical Take-off and Landing) aircraft, and is therefore described below with respect to this application.

10 Many different types of VTOL aircraft have been proposed where the weight of the vehicle in hover is carried directly by rotors or propellers, with the axis of rotation perpendicular to the ground. One well known vehicle of this type is the conventional helicopter which includes a large rotor mounted above the vehicle fuselage. Other types of vehicles rely on propellers that are installed inside circular cavities, shrouds, ducts or other types of nacelle, where the propeller or rotor is not exposed, and where the flow of air takes place inside a circular duct. Most ducts have uniform cross-sections with the exit area
15 (usually at the bottom of the duct when the vehicle is hovering) being similar to that of the inlet area (at the top of the duct). Some ducts, however, are slightly divergent, having an exit area that is larger than the inlet area, as this was found to increase efficiency and reduce the power required per unit of lift for a given inlet diameter. Some ducts have a wide inlet lip in order to augment the thrust obtained, especially in hover.

20 One of the areas where VTOL vehicles are usually more challenging than fixed wing aircraft is the area of stability and control. The main difficulty stems from the fact that, contrary to fixed wing aircraft which accelerate on the ground until enough airspeed is achieved on their flight surfaces, VTOL vehicles hover with sometimes zero forward airspeed. For these vehicles, the control relies on utilizing the rotors or propellers
25 themselves, or the flow of air that they produce, to create control forces and moments and forces around the vehicle's center of gravity (CG).

 One method, which is very common in helicopters, is to mechanically change, by command, the pitch of the rotating rotor blades both collectively and cyclically, and to modify the main thrust as well as moments and/or inclination of the propeller's thrust line
30 that the propeller or rotor exerts on the vehicle. Some designs use four or more separate propellers, and change the collective angle of all the blades on each propeller. The use of

four propellers with collective blade pitch control eliminates the added complexity of changing the angle of each blade individually (termed cyclic control) when using a single rotor for the complete vehicle. On vehicles using multiple propellers/fans which are relatively far from the CG, differential collective control settings can therefore be used on
5 each fan to produce the desired control moments. Another method which can sometimes be used is to rely on fixed pitch propellers, but to change their rotational speed with respect to each other to obtain the increase/decrease of thrust desired from each propeller.

The Curtiss-Wright VZ-7 (VTOL Military Research Aircraft; Mike Rogers, Orion Books New York, 1989) is an example of a vehicle in which pitch and roll motions
10 are controlled by changing the blade pitch angle on four free (i.e. unducted) propellers mounted to the sides of a central, elongated fuselage. The Igor Bensen B-12 'SkyMat' (Janes 'All the World's Aircraft'; Janes publications 1962, England), illustrates an example of a vehicle utilizing a plurality of fixed pitch propellers each mounted to a separate engine. Control moments are generated by increasing and decreasing the RPM on the engines which
15 are mounted on different ends of the vehicle. The propellers are unducted, and the vehicle resembles somewhat the configuration of the VZ-7 but with many more exposed and unducted propellers. In such arrangements, each propeller is exposed and unprotected.

The Paul Moller M200X (Popular Science, March 2000 Times Mirror Magazines), uses a plurality of internally mounted propellers inside ducts. However, each
20 propeller has its own duct which adds to the overall weight of the vehicle; and the area between the propellers is blocked to the air flow which does not enable maximum deck surface of the vehicle to be utilized for lift.

US Patent 6,179,247 describes a VTOL aircraft vehicle in which an annular array of powered thrusters, e.g., rotary propellers, are mounted within an annular duct
25 circumscribing the vehicle with the passenger compartment located centrally of the annular duct. Such an arrangement, among other disadvantages, makes it difficult for the passenger or passengers to enter and exit.

SUMMARY OF THE INVENTION

An object of the present invention is to provide a vehicle generally, and particularly a VTOL aircraft which , having advantages in one or more of the above respects.

According to one aspect of the present invention, there is provided a vehicle
5 movable within an ambient fluid, comprising: a vehicle body; a first group of propulsion units mounted on one side of the vehicle body, each of the propulsion units being oriented to produce a downward flow of the fluid and thereby an upward lift force applied to that side of the vehicle body; a second group of propulsion units mounted on the opposite side of the vehicle body, each of the latter propulsion units being oriented to produce a
10 downward flow of the fluid, and thereby an upward lift force applied to the opposite side of the vehicle body; a first elongated duct on the one side of the vehicle body enclosing all the propulsion units of the first group and having an upper end and a lower end projecting past the upper and lower ends of the enclosed propulsion units; and a second elongated duct, separate from the first elongated duct, located on the opposite side of the vehicle body and
15 enclosing all the propulsion units of the second group, the second elongated duct having an upper end and a lower end projecting past the upper and lower ends of the second group of propulsion units; the cross-sectional area of each of the first and second elongated ducts being larger than the sum of the cross-sectional areas of the plurality of propulsion units enclosed by the respective elongated duct, to increase the efficiency whereby the lift force is
20 produced by the respective propulsion units; the ends of the first and second elongated ducts being spaced from each other to facilitate entry and exit from the vehicle.

According to further features in the preferred embodiments of the invention described below, the upper inlet end of each elongated duct is circumscribed by a curved surface which guides smoothly the fluid flow into the duct and also further augment the lift
25 force produced by the propulsion units, through the Bernoulli effect.

As will be described more particularly below, the invention is preferably implemented in a VTOL aircraft in which the propulsion units are rotary propellers. While using a plurality of propellers within a single duct will have some detrimental effect on the thrust augmentation achieved by the duct because of the inability to completely avoid gaps
30 between propellers and the duct walls, such an arrangement still provides some augmentation, while keeping the propellers protected inside the fuselage, while at the same

time enabling a simple control scheme to be used for controlling the vehicle in flight. It is also believed that, although some regions inside the duct have no propellers directly acting on the air stream, the overall flow through the duct will be relatively uniform as long as the propellers are not separated too far from each other.

5 It is believed, therefore, that a vehicle constructed in accordance with the foregoing features, particularly a VTOL aircraft including propellers as the propulsion units, will provide a number of important advantages including the following: since the propellers are inside ducts and within the confines of the fuselage, the arrangement provides protection to the propeller blades, as well thrust augmentation by the duct. In addition, the total duct
10 cross-sectional area is larger than the sum of the separate cross-sectional areas of each propeller. Further, the thrust of each propeller can be changed, so that a simple scheme for creating control movements can be obtained.

Further features and advantages of the invention will be apparent from the description below.

15 BRIEF DESCRIPTION OF THE DRAWINGS

The invention is herein described, by way of example only, with reference to the accompanying drawings, wherein:

Fig. 1 is a three-dimensional view illustrating one form of VTOL aircraft vehicle constructed in accordance with the present invention;

20 Fig. 2 is a diagrammatical view illustrating the operation of the propulsion units, in this case rotary propellers, in one of the elongated ducts in the vehicle of Fig. 1;

Figs. 3, 4 and 5 are three-dimensional views illustrating three other VTOL aircraft vehicles constructed in accordance with the present invention;

Fig. 6 is a diagrammatical view illustrating the operation of the rotary propellers
25 in one elongated duct when swivelly mounted, rather than when fixedly mounted as in Fig. 2; and

Fig. 7 illustrates another VTOL aircraft vehicle constructed in accordance with the present invention and equipped with propulsion units in the form of jet engines rather than propellers.

30

DETAILED DESCRIPTION OF PREFERRED EMBODIMENTS

Fig. 1 illustrates a VTOL (Vertical Take-off and Landing) aircraft vehicle, generally designated 10, including a vehicle body or fuselage 11 carrying two ducted propulsion units 12a, 12b on opposite sides of the horizontal longitudinal axis LA_{VB} of the vehicle body. Each of the ducted propulsion units 12a, 12b includes an elongated duct 13a, 13b, and a pair of rotary propellers 14a, 14b and 15a, 15b, respectively mounted within and enclosed by the respective elongated duct 13a, 13b. The vehicle illustrated in Fig. 1 further includes a payload, in the form of a cabin 16, a pair of vertical stabilizers 17, and landing gear 18.

The ducted propulsion units 12a, 12b, in the vehicle illustrated in Fig. 1 include rotary propellers 14a, 14b, 15a, 15b mounted with their rotary axes perpendicular to the horizontal longitudinal axis LA_{VB} of the vehicle body. This is more particularly shown in the diagram of Fig. 2 wherein the ducted propulsion unit is generally designated 12, and the longitudinal axes of the two propellers 14, 15 are generally designated LA_{P1} and LA_{P2} , respectively. As further shown in the diagram of Fig. 2, the longitudinal axes LA_{P1} , LA_{P2} of the two propellers 14, 15 are parallel to each other and also to the longitudinal axis LA_{ED} of the elongated duct 13. Each of the propellers 14, 15 is rotated to force air through the respective elongated duct from the upper end of the duct, serving as the inlet, through the lower end of the duct, serving as an outlet, to produce an upward lift force to the vehicle.

As shown particularly in Fig. 1, each of the elongated ducts 12a, 12b has a short transverse dimension slightly larger than the diameter of the blades (defining the cylindrical outer outline or footprint) of each of the rotary propellers 14, 15 enclosed by the respective duct. As shown in Fig. 2, each of the elongated ducts 12a, 12b has a large transverse dimension slightly larger than the sum of the diameters of the blades of both rotary propellers enclosed by the duct.

It will be appreciated that the above-described arrangement provides an important advantage over a conventional arrangement wherein each propeller is enclosed within its individual duct. Thus, because the area between the propellers is not blocked to the air flow, the overall cross-sectional area of the duct is larger than the sum of the cross-sectional areas of each of the propellers. This feature has a positive influence on the overall thrust obtained and the general efficiency of the propulsion unit. In addition, it enables a larger deck area of the vehicle to be effectively utilized for lift produced by the propellers.

The lift force produced by the propellers is further augmented by providing the upper end of each elongated duct with a convexly-curved surface circumscribing the upper end of the respective duct. This is shown in Fig. 2, wherein the curved surface at the upper (inlet) end of each duct is shown at 20. Such a curved surface augments by the Bernoulli effect the lift force produced by the propellers within the elongated duct.

Fig. 3 illustrates a VTOL aircraft vehicle, therein generally designated 30, of a similar construction as described above with respect to Fig. 1, except that the pair of ducted propulsion units 32a, 32b are oriented such that their respective elongated ducts 33a, 33b are perpendicular to the horizontal longitudinal axis LA_{VB} of the vehicle body 31 rather than parallel to it as in Fig. 1. In all other respects, the vehicle illustrated in Fig. 3 is constructed and operates in the same manner as described above with respect to Figs. 1 and 2.

Fig. 4 illustrates a VTOL aircraft vehicle, therein generally designated 40, which is similar to that of Fig. 1 including two ducted propulsion units 42a, 42b disposed on the opposite sides of the horizontal longitudinal axis of the vehicle body 41. In the vehicle of Fig. 4, however, each of the elongated ducts 43a, 43b includes more than two rotary propellers 44a, 44b, respectively. In the example illustrated in Fig. 4, there are five rotary propellers mounted within and enclosed by each of the elongated ducts 43a, 43b.

In the VTOL aircraft vehicles described above with respect to Figs. 1 – 4, the elongated duct of each ducted propulsion unit is of a rectilinear configuration. Fig. 5 illustrates a variation wherein the VTOL aircraft vehicle, generally designated 50, has a pair of ducted propulsion units 52a, 52b, also located on the opposite sides of the horizontal longitudinal axis of the vehicle body 51, but in which the elongated ducts 53a, 53b are of a curvilinear configuration, rather than of a rectilinear configuration.

The above examples merely illustrate the flexibility in design provided by the invention for utilizing the maximum available deck area on the vehicle body for creating lift forces, as well as facilitating access to the passenger compartment. A possible additional benefit is that, because some propellers end up being further from other propellers, a simplified control system can be had by merely modifying differentially the thrust produced by each propeller with respect to the ones on opposite sides of the vehicle.

In the above-described embodiments of the invention, the rotary propellers (e.g., 14, 15, Fig. 1) are mounted within their respective elongated ducts with their rotary

axes fixed perpendicularly to the horizontal longitudinal axis LA_{VD} of the vehicle body, as shown particularly in the diagram of Fig. 2. Fig. 6 illustrates a variation wherein the rotary propellers, therein designated 64, 65, are swivelly mounted to enable them to produce lift forces having horizontal components for propulsion in the horizontal direction. An additional benefit of swiveling the propellers is that this permits more complete control of the vehicle. For example, if the propellers are swiveled differentially between one side of the vehicle and the other, a pure yawing moment can be generated, thereby eliminating the need for yaw-moment-generating guide vanes which are generally necessary on the other vehicle configurations described earlier.

Fig. 7 illustrates a VTOL aircraft vehicle, therein generally designated 70, which is of a similar construction as described above with respect to Figs. 1 and 2, including two ducted propulsion units 72a, 72b on opposite sides of the horizontal longitudinal axis of the vehicle body 71. However, instead of using rotary propellers for propulsion, the vehicle of Fig. 7 uses jet engines 74a, 74b for propulsion, both mounted within and enclosed by the respective elongated duct 73a, 73b.

It will be appreciated that any of the foregoing arrangements described with respect to Figs. 1 – 6 may use the jet engines of Fig. 7. Also, while the invention has been described above particularly with respect to VTOL aircraft vehicles, it will be appreciated that the invention, or various aspects of the invention as described above, can also be advantageously used with other types of vehicles, such as sea vehicles to provide propulsion and/or directional control to the vehicle.

Accordingly, while the invention has been described with respect to several preferred embodiments, it will be understood that these are set forth merely for purposes of example, and that many other variations, modifications and applications of the invention may be made.

CLAIMS

What is claimed is:

1. A vehicle movable in a fluid medium, comprising:
a vehicle body;
5 a first group of propulsion units mounted on one side of the vehicle body, each of said propulsion units being oriented to produce a downward flow of the fluid and thereby an upward lift force applied to that side of the vehicle body;
a second group of propulsion units mounted on the opposite side of the vehicle body, each of said latter propulsion units being oriented to produce a downward flow of the
10 fluid, and thereby an upward lift force applied to said opposite side of the vehicle body;
a first elongated duct on said one side of the vehicle body enclosing all the propulsion units of said first group and having an upper end and a lower end projecting past the upper and lower ends of said enclosed propulsion units;
and a second elongated duct, separate from said first elongated duct, located on
15 said opposite side of the vehicle body and enclosing all the propulsion units of said second group, said second elongated duct having an upper end and a lower end projecting past the upper and lower ends of said second group of propulsion units;
the cross-sectional area of each of said first and second elongated ducts being larger than the sum of the cross-sectional areas of the plurality of propulsion units enclosed
20 by the respective elongated duct, to augment the lift force produced by the respective propulsion units;
the ends of said first and second elongated ducts being spaced from each other to facilitate entry and exit from said vehicle.
2. The vehicle according to Claim 1, wherein the upper inlet end of each elongated
25 duct is circumscribed by a curved surface which guides smoothly the fluid flow into the duct to further augment the lift force produced by the propulsion units.
3. The vehicle according to Claim 1, wherein each of said elongated ducts has a short transverse dimension slightly larger than the diameter of the outer outlines of each propulsion unit enclosed thereby, and a large transverse dimension slightly larger than the
30 sum of the diameters of the outer outlines of all the propulsion units enclosed thereby.

4. The vehicle according to Claim 1, wherein each elongated duct is of a rectilinear configuration.
5. The vehicle according to Claim 1, wherein each elongated duct is of a curvilinear configuration.
- 5 6. The vehicle according to Claim 1, wherein each propulsion unit is fixedly mounted within its respective duct with its longitudinal axis perpendicular to the horizontal longitudinal axis of the vehicle body.
7. The vehicle according to Claim 1, wherein each propulsion unit is swivelly mounted within its respective duct with its longitudinal axis pivotal with respect to the
10 horizontal longitudinal axis of the vehicle body.
8. The vehicle according to Claim 1, wherein there are two of said propulsion units mounted within and enclosed by each elongated duct.
9. The vehicle according to Claim 1, wherein there are at least three propulsion units mounted within and enclosed by each elongated duct.
- 15 10. The vehicle according to Claim 1, wherein each of said propulsion units is a rotary propeller.
11. The vehicle according to Claim 1, wherein each of said propulsion units is a jet engine.
12. A VTOL aircraft vehicle, comprising:
20 a vehicle body;
a first group of propulsion units mounted on one side of the vehicle body, each of said propulsion units being oriented to produce a downward flow of the air and thereby an upward lift force applied to that side of the vehicle body;
a second group of propulsion units mounted on the opposite side of the vehicle
25 body, each of said latter propulsion units being oriented to produce a downward flow of the air, and thereby an upward lift force applied to said opposite side of the vehicle body;
a first elongated duct on said one side of the vehicle body enclosing all the propulsion units of said first group and having an upper end and a lower end projecting past the upper and lower ends of said enclosed propulsion units;
30 and a second elongated duct, separate from said first elongated duct, located on said opposite side of the vehicle body and enclosing all the propulsion units of said second

group, said second elongated duct having an upper end and a lower end projecting past the upper and lower ends of said second group of propulsion units;

the cross-sectional area of each of said first and second elongated ducts being larger than the sum of the cross-sectional areas of the plurality of propulsion units enclosed
5 by the respective elongated duct, to augment the lift force produced by the respective propulsion units;

the ends of said first and second elongated ducts being spaced from each other to facilitate entry and exit from said vehicle.

13. The VTOL aircraft according to Claim 12, wherein the upper inlet end of each
10 elongated duct is circumscribed by a curved surface which guides smoothly the air flow into the duct to further augment the lift force produced by the propulsion units.

14. The VTOL aircraft according to Claim 12, wherein each of said elongated ducts has a short transverse dimension slightly larger than the diameter of the blades each propeller enclosed thereby, and a large transverse dimension slightly larger than the sum of
15 the diameters of the blades of all the propellers enclosed thereby.

15. The VTOL aircraft according to Claim 13, wherein each elongated duct is of a rectilinear configuration.

16. The VTOL aircraft according to Claim 13, wherein each elongated duct is of a curvilinear configuration.

20 17. The VTOL aircraft according to Claim 13, wherein each rotary propeller is mounted within its respective duct with its rotary axis fixed perpendicularly to the horizontal longitudinal axis of the vehicle body.

18. The VTOL aircraft according to Claim 13, wherein each rotary propeller is swivelly mounted within its respective duct with its rotary axis pivotal with respect to the
25 horizontal longitudinal axis of the vehicle body.

19. The VTOL aircraft according to Claim 13, wherein said pair of elongated ducts are disposed parallel to the longitudinal axis of the vehicle body.

20. The VTOL aircraft according to Claim 13, wherein said pair of elongated ducts are disposed perpendicularly to the longitudinal axis of the vehicle body.

1/3

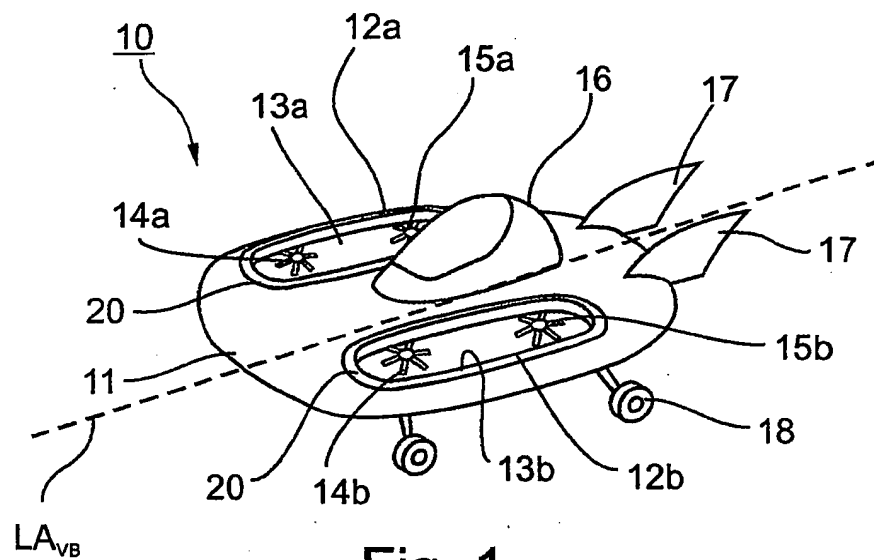


Fig. 1

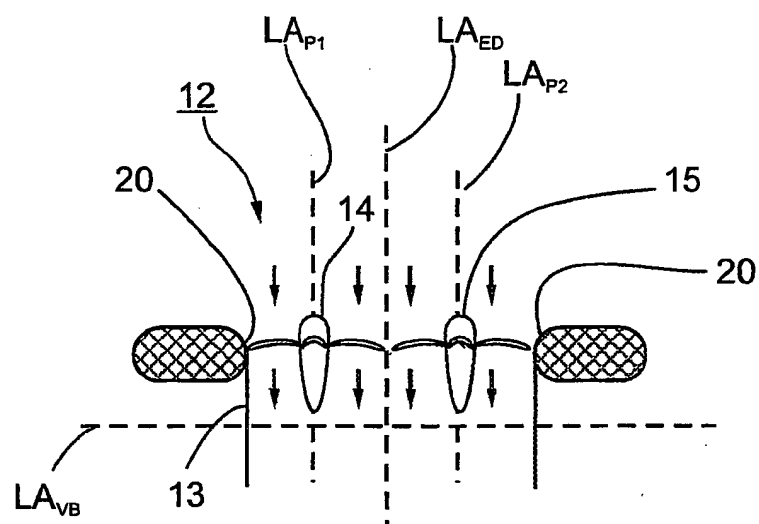


Fig. 2

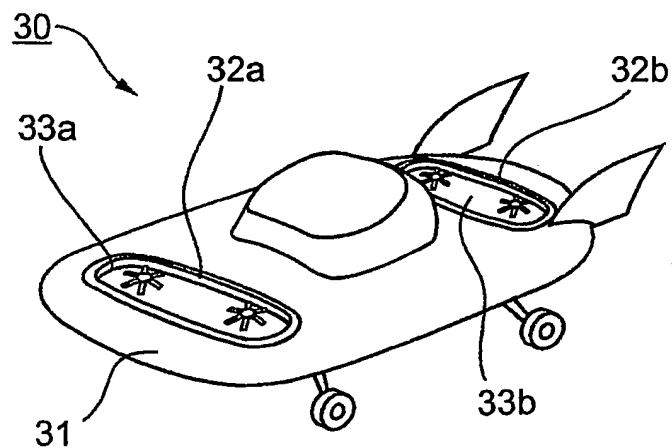


Fig. 3

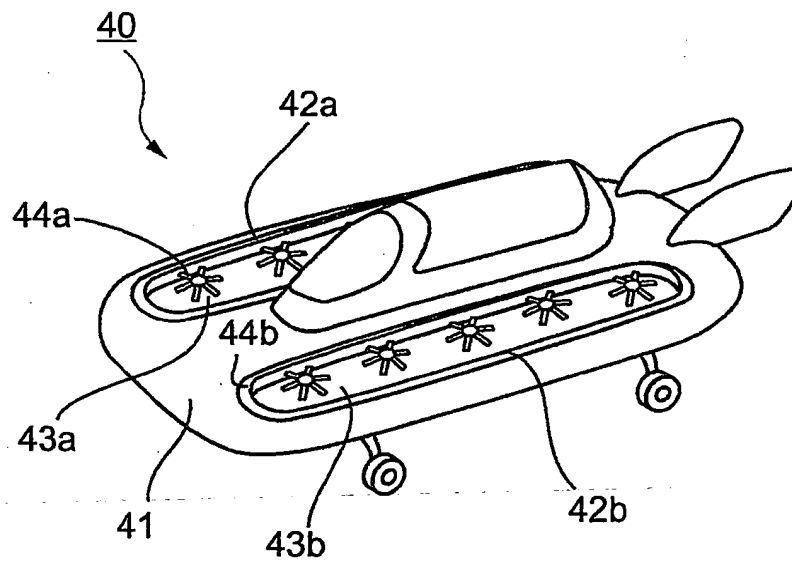


Fig. 4

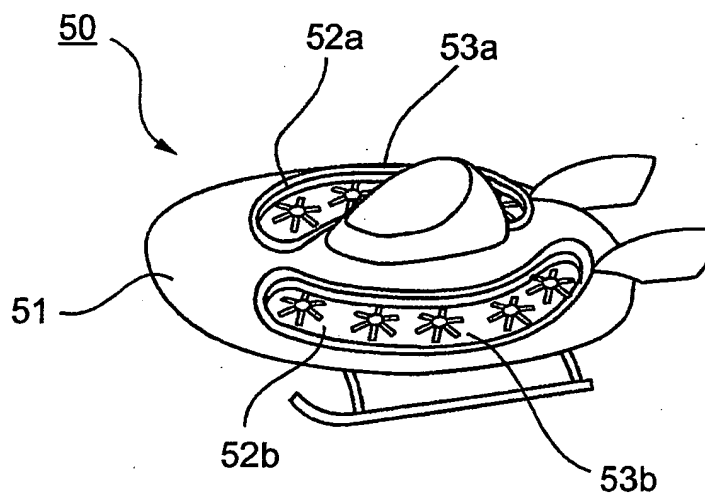


Fig. 5

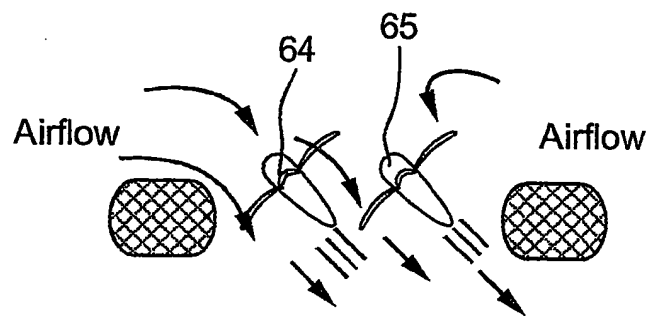


Fig. 6

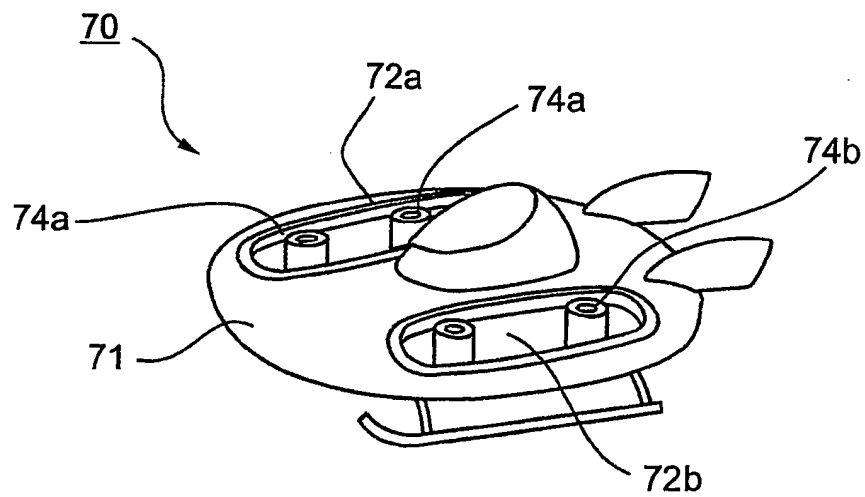


Fig. 7

INTERNATIONAL SEARCH REPORT

International Application No.

PCT/IL 02/00682

A. CLASSIFICATION OF SUBJECT MATTER

IPC 7 B64C29/00 B64C39/00

According to International Patent Classification (IPC) or to both national classification and IPC

B. FIELDS SEARCHED

Minimum documentation searched (classification system followed by classification symbols)

IPC 7 B64C

Documentation searched other than minimum documentation to the extent that such documents are included in the fields searched

Electronic data base consulted during the international search (name of data base and, where practical, search terms used)

EPO-Internal, WPI Data

C. DOCUMENTS CONSIDERED TO BE RELEVANT

Category *	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
Y	US 4 505 443 A (BRADFIELD GANEY W ET AL) 19 March 1985 (1985-03-19) column 3, line 57 - line 68; figure 1 ---	1-4, 8-10, 12-15,20
Y	US 3 397 854 A (WALTER REYLE) 20 August 1968 (1968-08-20) column 2, line 62 - line 64; figure 1 ---	1-4, 8-10, 12-15,20
A	US 3 201 067 A (LEONARD MEYERHOFF) 17 August 1965 (1965-08-17) column 2, line 3 - line 15; figure 1 ---	1,6,12, 13,17,19
A	US 3 231 221 A (PLATT HAVILAND H) 25 January 1966 (1966-01-25) claim 1; figure 1 ---	1,7,12, 18
	--- -/--	



Further documents are listed in the continuation of box C.



Patent family members are listed in annex.

* Special categories of cited documents:

"A" document defining the general state of the art which is not considered to be of particular relevance

"E" earlier document but published on or after the international filing date

"L" document which may throw doubts on priority claim(s) or which is cited to establish the publication date of another citation or other special reason (as specified)

"O" document referring to an oral disclosure, use, exhibition or other means

"P" document published prior to the international filing date but later than the priority date claimed

"T" later document published after the international filing date or priority date and not in conflict with the application but cited to understand the principle or theory underlying the invention

"X" document of particular relevance; the claimed invention cannot be considered novel or cannot be considered to involve an inventive step when the document is taken alone

"Y" document of particular relevance; the claimed invention cannot be considered to involve an inventive step when the document is combined with one or more other such documents, such combination being obvious to a person skilled in the art.

"&" document member of the same patent family

Date of the actual completion of the international search

25 November 2002

Date of mailing of the international search report

06/12/2002

Name and mailing address of the ISA

European Patent Office, P.B. 5818 Patentlaan 2
NL - 2280 HV Rijswijk
Tel. (+31-70) 340-2040, Tx. 31 651 epo nl,
Fax: (+31-70) 340-3016

Authorized officer

Salé, Y

INTERNATIONAL SEARCH REPORT

International Application No

PCT/IL 02/00682

C.(Continuation) DOCUMENTS CONSIDERED TO BE RELEVANT

Category *	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
A	GB 951 186 A (TEMPLE LESLIE) 4 March 1964 (1964-03-04) page 1, line 15 - line 26; figure 2 -----	1, 11
A	US 3 262 657 A (LEIF ANKER-HOLTH) 26 July 1966 (1966-07-26) figure 2 -----	1, 12

INTERNATIONAL SEARCH REPORT

information on patent family members

International Application No

PCT/IL 02/00682

Patent document cited in search report		Publication date	Patent family member(s)	Publication date
US 4505443	A	19-03-1985	US 4301980 A US 4709880 A	24-11-1981 01-12-1987
US 3397854	A	20-08-1968	DE 1406597 A1 GB 1066360 A	10-04-1969 26-04-1967
US 3201067	A	17-08-1965	NONE	
US 3231221	A	25-01-1966	NONE	
GB 951186	A	04-03-1964	NONE	
US 3262657	A	26-07-1966	NONE	